



General Assembly

***Substitute Bill No. 6985***

*January Session, 2001*

***AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE  
TRANSPORTATION STRATEGY BOARD.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

- 1       Section 1. (NEW) As used in sections 1 to 4, inclusive, of this act:
- 2       (1) "Board" means the Connecticut Transportation Strategy Board;
- 3       (2) "Department" means the Department of Transportation;
- 4       (3) "Commissioner" means the Commissioner of Transportation;
- 5       (4) "Strategy" means a twenty-year strategic plan for transportation
- 6       in this state and any updates of or other revisions to such plan;
- 7       (5) "TIA corridor plan" means a twenty-year strategic plan for
- 8       transportation in a corridor and any updates or other revisions to such
- 9       plan;
- 10      (6) "Transportation project" means any planning, capital or
- 11      operating project with regard to transportation undertaken by the
- 12      state, provided nothing contained in sections 1 to 4, inclusive, of this
- 13      act shall be deemed to authorize the board to undertake any project
- 14      other than strategic planning;

15       (7) "Local planning agency" means a metropolitan planning  
16 organization, as provided in 23 USC 134, a regional planning agency,  
17 as provided in section 8-31a of the general statutes, a regional council  
18 of elected officials, as defined in subsection (b) of section 4-124i of the  
19 general statutes or a council, as defined in subsection (f) of section 4-  
20 124c of the general statutes;

21       (8) "TIA" means transportation investment area;

22       (9) "Coastal corridor" and "coastal corridor TIA" means the  
23 following towns and the roads, highways, bridges, waterways, ports  
24 and airports in such towns: Ansonia, Beacon Falls, Bethany, Bethel,  
25 Bethlehem, Branford, Bridgeport, Bridgewater, Brookfield, Cheshire,  
26 Danbury, Darien, Derby, East Haven, Easton, Fairfield, Greenwich,  
27 Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Monroe,  
28 Naugatuck, New Canaan, New Fairfield, New Haven, New Milford,  
29 Newtown, North Branford, North Haven, Norwalk, Orange, Oxford,  
30 Prospect, Redding, Ridgefield, Seymour, Shelton, Sherman, Southbury,  
31 Stamford, Stratford, Thomaston, Trumbull, Wallingford, Waterbury,  
32 Watertown, West Haven, Weston, Westport, Wilton, Wolcott,  
33 Woodbridge and Woodbury;

34       (10) "I-84 corridor" and "I-84 TIA" means the following towns and  
35 the roads, highways, bridges, waterways, ports and airports in such  
36 towns: Andover, Ansonia, Avon, Barkhamsted, Beacon Falls, Berlin,  
37 Bethel, Bethlehem, Bloomfield, Bolton, Bridgewater, Bristol,  
38 Brookfield, Burlington, Canaan, Canton, Cheshire, Colebrook,  
39 Cornwall, Danbury, Derby, East Granby, East Hartford, East Windsor,  
40 Ellington, Enfield, Farmington, Glastonbury, Goshen, Granby,  
41 Hartford, Hartland, Harwinton, Hebron, Kent, Litchfield, Manchester,  
42 Marlborough, Middlebury, Morris, Naugatuck, New Britain, New  
43 Fairfield, New Hartford, New Milford, Newington, Newtown,  
44 Norfolk, North Canaan, Oxford, Plainville, Plymouth, Prospect,  
45 Redding, Ridgefield, Rocky Hill, Roxbury, Salisbury, Seymour, Sharon,  
46 Shelton, Sherman, Simsbury, Somers, South Windsor, Southbury,

47 Southington, Stafford, Suffield, Thomaston, Tolland, Torrington,  
48 Union, Vernon, Warren, Washington, Waterbury, Watertown, West  
49 Hartford, Wethersfield, Winchester, Windsor, Windsor Locks, Wolcott  
50 and Woodbury;

51 (11) "I-91 corridor" and "I-91 TIA" means the following towns and  
52 the roads, highways, bridges, waterways, ports and airports in such  
53 towns: Andover, Avon, Berlin, Bethany, Bloomfield, Bolton, Branford,  
54 Bristol, Burlington, Canton, Chester, Clinton, Cromwell, Deep River,  
55 Durham, East Granby, East Haddam, East Hampton, East Hartford,  
56 East Haven, East Windsor, Ellington, Enfield, Essex, Farmington,  
57 Glastonbury, Granby, Guilford, Haddam, Hamden, Hartford, Hebron,  
58 Killingworth, Lyme, Madison, Manchester, Marlborough, Meriden,  
59 Middlefield, Middletown, Milford, New Britain, New Haven,  
60 Newington, North Branford, North Haven, Old Lyme, Old Saybrook,  
61 Orange, Plainville, Plymouth, Portland, Rocky Hill, Simsbury, Somers,  
62 South Windsor, Southington, Suffield, Tolland, Vernon, Wallingford,  
63 West Hartford, West Haven, Westbrook, Wethersfield, Windsor,  
64 Windsor Locks and Woodbridge;

65 (12) "I-395 corridor" and "I-395 TIA" means the following towns and  
66 the roads, highways, bridges, waterways, ports and airports in such  
67 towns: Ashford, Bozrah, Brooklyn, Canterbury, Chaplin, Colchester,  
68 Columbia, Coventry, East Lyme, Eastford, Franklin, Griswold, Groton,  
69 Hampton, Killingly, Lebanon, Ledyard, Lisbon, Mansfield, Montville,  
70 New London, North Stonington, Norwich, Plainfield, Pomfret,  
71 Preston, Putnam, Salem, Scotland, Sprague, Stafford, Sterling,  
72 Stonington, Thompson, Union, Voluntown, Waterford, Willington,  
73 Windham and Woodstock;

74 (13) "Southeast corridor" and "Southeast corridor TIA" means the  
75 following towns and the roads, highways, bridges, waterways, ports  
76 and airports in such towns: Bozrah, Chester, Clinton, Colchester, Deep  
77 River, East Lyme, Essex, Franklin, Griswold, Groton, Killingworth,  
78 Ledyard, Lisbon, Lyme, Montville, New London, North Stonington,

79 Norwich, Old Lyme, Old Saybrook, Preston, Salem, Sprague,  
80 Stonington, Voluntown, Waterford and Westbrook; and

81 (14) "Modal" means a mode of transportation, and "multi-modal"  
82 means two or more modes of transportation.

83 Sec. 2. (NEW) (a) There is created the Connecticut Transportation  
84 Strategy Board, the members of which shall be appointed as follows:

85 (1) Five members from the private sector who have expertise in  
86 transportation, business, finance or law as follows: (A) The Governor  
87 shall appoint one member, who shall be the chairperson, and whose  
88 first term shall expire on June 30, 2005, (B) the president pro tempore  
89 of the Senate shall appoint one member whose first term shall expire  
90 on June 30, 2004, (C) the speaker of the House of Representatives shall  
91 appoint one member whose first term shall expire on June 30, 2003, (D)  
92 the majority leader of the Senate shall appoint one member whose first  
93 term shall expire on June 30, 2003, and (E) the majority leader of the  
94 House of Representatives shall appoint one member whose first term  
95 shall expire on June 30, 2002;

96 (2) One member from each TIA, for which position the chief  
97 executive officers of the local planning agencies in such TIA, after  
98 consulting with the participants in such TIA, shall nominate, for  
99 consideration by the appointing authority, three individuals who live  
100 in such TIA and who have significant experience in and knowledge of  
101 local and state governmental processes, including at least one chief  
102 elected official in a town in such TIA, and who shall be appointed as  
103 follows: (A) The chairpersons of the joint standing committee of the  
104 General Assembly having cognizance of matters relating to  
105 transportation shall appoint one member from the southeast corridor  
106 TIA, whose first term shall expire on June 30, 2002, (B) the president  
107 pro tempore of the Senate shall appoint one member from the I-91  
108 corridor TIA, whose first term shall expire on June 30, 2003, (C) the  
109 speaker of the House of Representatives shall appoint one member

110 from the coastal corridor TIA, whose first term shall expire on June 30,  
111 2004, (D) the minority leader of the Senate shall appoint one member  
112 from the I-395 corridor TIA, whose first term shall expire on June 30,  
113 2005, and (E) the minority leader of the House of Representatives shall  
114 appoint one member from the I-84 corridor TIA, whose first term shall  
115 expire on June 30, 2005;

116 (3) The Commissioners of Transportation, Environmental  
117 Protection, Economic and Community Development and Public Safety,  
118 and the Secretary of the Office of Policy and Management; and

119 (4) A senator or representative in congress from Connecticut or such  
120 senator's or representative's designee who shall be a nonvoting ex-  
121 officio member.

122 (b) Upon the expiration of the term of a member of the board who is  
123 appointed as provided in subdivision (1) or (2) of subsection (a) of this  
124 section, each subsequent appointee to the board shall serve for a term  
125 of four years. No person shall serve as a member of the board for more  
126 than two consecutive terms. A vacancy in the position of an appointed  
127 board member shall be filled by the appointing authority for the  
128 remainder of the term.

129 (c) The board may create subcommittees it deems appropriate and  
130 appoint the members of such subcommittees from among its members.  
131 Ten members of the board shall be present to constitute a quorum.

132 (d) The members of the board shall not be compensated for their  
133 service as members of the board.

134 (e) The board may issue guidelines for coordination and  
135 organization to the TIAs. These guidelines shall not constitute  
136 regulations, as defined in subdivision (13) of sections 4-166 of the  
137 general statutes.

138 (f) The chairperson at any time may remove any member for

139 inefficiency, neglect of duty or malfeasance in office.

140 (g) The staff of the Department of Transportation, as assisted by the  
141 staffs of the Office of Policy and Management and the Department of  
142 Economic and Community Development, shall be available to serve as  
143 staff to the board upon request of the chairperson to the commissioner.  
144 Within available appropriations, the board may request the hiring of  
145 consultants by the Secretary of the Office of Policy and Management.

146 Sec. 3. (NEW) (a) There are created the following transportation  
147 investment areas: The coastal corridor TIA, I-84 corridor TIA, I-91  
148 corridor TIA, I-395 corridor TIA and the southeast corridor TIA.

149 (b) The local planning agencies in each TIA shall select the  
150 participants in the TIA, including, but not limited to, businesses, labor  
151 unions, trade associations, environmental interest groups and other  
152 interest groups whose participation the local planning agency believes  
153 would be valuable to the TIA in the development of a transportation  
154 plan for the TIA.

155 (c) The local planning agencies in each TIA shall determine the  
156 processes used by such TIA in carrying out its responsibilities under  
157 this act. For the purposes of carrying out such responsibilities, each  
158 TIA shall report to the chief executive officers of such local planning  
159 agencies. Upon request of the local planning agencies, the board shall  
160 assist such agencies.

161 (d) On or before November 1, 2001, the participants in each TIA  
162 shall prepare a TIA corridor plan and deliver such plan to the  
163 Connecticut Transportation Strategy Board, established pursuant to  
164 section 2 of this act. The absence of a TIA corridor plan submitted by  
165 any TIA shall not prohibit said board from proposing a strategy as  
166 required in section 4 of this act.

167 (e) On or before August 1, 2001, the chief executive officers of the  
168 local planning agencies in each TIA shall issue notice of an

169 organizational meeting of the participants in the TIA to commence the  
170 process of creating a transportation plan for such TIA and to make  
171 recommendations for nominations of the board member from such  
172 TIA, as provided in subdivision (2) of subsection (a) of section 2 of this  
173 act.

174       Sec. 4. (NEW) (a) Not later than January 15, 2002, the board shall  
175 propose to the General Assembly a transportation strategy, and every  
176 two years thereafter shall provide an update or other revision to the  
177 strategy.

178       (b) In developing the strategy and the revisions, the board shall take  
179 into account: (1) The strategic concerns associated with the movement  
180 of people and goods; (2) the technological options and multi-modal  
181 options, including, but not limited to, transportation by rail, road, air  
182 or water, available to address such concerns; (3) the relationship of  
183 such concerns and options to sustainable economic growth,  
184 environmental quality, urban development, open space, open space  
185 preservation, access to employment by residents of the state and public  
186 safety; (4) that transportation is a cornerstone of the state's economic  
187 vitality and overall quality of life and therefore inextricably linked to  
188 other key policies that deal with the state's future including, but not  
189 limited to, land use planning, environmental quality, urban vitality  
190 and access to quality jobs and services for the state's residents; (5) the  
191 connectivity of the state to the northeast, continental and international  
192 economies and that the mobility of people and goods within the state  
193 are critical to vibrant and sustainable economic growth; (6) that the  
194 benefits of leveraging existing transportation assets and infrastructure,  
195 especially in urban centers, and the reduction of automobile-oriented  
196 demands, are highly desirable; (7) the integration of brownfields  
197 remediation and affordable housing and access to employment that  
198 should occur as a result of implementing the strategy; (8) the need to  
199 engage local planning agencies and other relevant constituencies in  
200 developing the strategy; (9) the need to engage representatives of the  
201 state's major transportation assets and of the transportation industry in

202 the strategy to help ensure that the strategy is multi-modal and  
203 integrated; (10) the benefits of technology to expand capacity, enhance  
204 safety, provide information and access funding alternatives; (11) the  
205 need to fully explore the sources and methodologies for funding  
206 investments in transportation infrastructure, and for annual operating  
207 and maintenance costs and the regulations applicable to the  
208 expenditure of federal and state funds; (12) that the development of  
209 appropriate metrics, methodologies and standards is essential for  
210 determining customer needs, for evaluating the return on  
211 transportation investments and for the prioritization of specific  
212 projects; (13) that the state needs to play a leadership role with the  
213 other northeastern states and the eastern Canadian provinces in  
214 developing and advocating a transportation strategy for the northeast  
215 region of the continent; (14) that the analyses and decision-making  
216 related to transportation initiatives in the strategy needs to be done  
217 expeditiously within the existing statutory and regulatory framework  
218 and that any amendments to the general statutes or to the Regulations  
219 of Connecticut State Agencies that are needed to achieve such  
220 objectives should be identified; (15) the development, renovation and  
221 expansion of Bradley International Airport; (16) the state conservation  
222 and development plan, established pursuant to section 16a-24 of the  
223 general statutes; and (17) that the role, including the role of financial  
224 incentives, of private sector companies, public agencies and  
225 institutions needs to be clearly defined with respect to (A) encouraging  
226 and supporting employees to use public transportation, (B) providing  
227 employees with appropriate alternatives to the locations at which and  
228 during the times they perform their work, including, but not limited  
229 to, flexible working hours and telecommuting, (C) developing an  
230 effective means for delivering goods within and through the state, and  
231 (D) encouraging different sectors to participate with the state in  
232 specific initiatives.

233 (c) The board shall design the strategy to achieve the following  
234 results:



235 (1) Public benefits that consist of (A) stimulating sustainable  
236 economic growth and enhancing the quality of life for the residents of  
237 the state, and (B) developing and continuously upgrading analytical  
238 tools to demonstrate the link between transportation and the public  
239 benefits;

240 (2) Ease of mobility of people and goods within the state and the  
241 TIAs, that consists of (A) reducing traffic congestion, (B) enabling  
242 inter-corridor movement within the state, and (C) enabling access to  
243 employment opportunities and essential services;

244 (3) Connectivity in access to the regional, national and global  
245 economies, that consists of (A) improving access (i) to surrounding  
246 states, consisting of the Interstate-95 corridor to New York, the  
247 Connecticut River Valley and Interstate-91 corridor to Springfield,  
248 Massachusetts and southeastern Connecticut to Massachusetts, New  
249 York and Rhode Island, and (ii) to the national and global economies;  
250 and (B) expanding modal choices for passenger and freight, consisting  
251 of (i) developing an airport system that stimulates growth, (ii) linking  
252 the state to international rail grids, (iii) developing water-borne  
253 alternatives, and (iv) assuring workable freight access to the ports of  
254 New York and New Jersey and the corridor related to the North  
255 American Free Trade Agreement; and

256 (4) Safety and security that consists of (A) adequately maintaining  
257 infrastructure and equipment, and (B) enforcing safe operations and  
258 use of the transportation systems by customers and operators.

259 (d) In designing the strategy to achieve the results provided in  
260 subsection (c) of this section, the board shall evaluate specific tactics  
261 and approaches in the strategy by using the following criteria:

262 (1) Focusing on people who use transportation systems by (A)  
263 involving such people directly in planning and through ongoing  
264 market research, (B) creating a seamless interface with state, regional,  
265 national and global systems, and (C) developing transportation

266 systems that operate as if they had intelligence, including, but not  
267 limited to, systems that provide real-time information to their users;

268 (2) Oriented to economic growth by (A) responsiveness to general  
269 business needs, (B) responsiveness to specific industry cluster needs,  
270 and (C) support for state urban development strategies;

271 (3) Being environmentally responsible by (A) improving air quality,  
272 (B) leveraging existing assets to minimize impact on wetlands and  
273 open space by directing development to the areas of the state that have  
274 the infrastructure to support the development, and (C) reducing  
275 energy consumption;

276 (4) Encouraging and enabling inter-modal links and usage wherever  
277 possible, and managing the transportation systems from a multi-modal  
278 perspective; and

279 (5) Involving the TIAs by (A) building upon natural economic and  
280 service areas, (B) enhancing connectivity of all population centers in  
281 the state, and (C) implementing strategic priorities through TIAs.

282 (e) The board shall include in the strategy the criteria by which the  
283 board, the commissioner and the department will evaluate and  
284 prioritize existing and proposed transportation projects.

285 (f) The board shall identify in the strategy the tools and measures by  
286 which it intends to assess transportation system performance and  
287 analyze the value of projects proposed to implement the strategy,  
288 including their overall value to the state as a public investment.

289 (g) The board shall include in the strategy (1) a projection of the  
290 required capital investments and operating costs over the next  
291 succeeding ten years and the recommended sources of such funds, (2)  
292 a distinction between transportation costs for operations and  
293 maintenance and transportation investments which shall (A) be based  
294 on the strategy and evaluated against strategic goals, (B) provide

295 additional benefits that are tangible and attainable, (C) include a range  
296 of transportation uses including, but not limited to, transit, airways,  
297 highways, waterways and freight, to gain public support, (D) reach as  
298 many people as possible throughout the entire community in each  
299 TIA, and (E) respond to widely perceived needs.

300 (h) The board shall review the TIA corridor plan prepared by each  
301 TIA, as provided in section 3 of this act, and may incorporate all or  
302 parts of such plans in the strategy.

303 (i) In developing and revising the strategy, the board may: (1)  
304 Conduct public hearings; (2) consult and cooperate with officials and  
305 representatives of the federal government, neighboring states,  
306 interstate commissions and authorities, local agencies and authorities,  
307 interested corporations and other organizations concerning problems  
308 affecting transportation in the state; (3) request and receive from any  
309 agency or other unit of the government, of the state or of any political  
310 subdivision of the state, or from any public authority, such assistance  
311 and data as may be necessary to enable the board to carry out the  
312 board's responsibilities under this section; and (4) to the extent the  
313 board may deem appropriate, make use of, and incorporate in the  
314 strategy, any existing long-range transportation plan, survey or report  
315 developed by any public or private agency or person.

316 (j) Copies of the strategy and revisions to the strategy shall be kept  
317 on file as a public record in the department.

318 (k) Not later than January 15, 2002, the board shall submit the  
319 strategy and preliminary projections of the cost necessary to  
320 implement the strategy over the first ten years to the Governor and the  
321 General Assembly in accordance with section 11-4a of the general  
322 statutes. Such strategy shall be subject to approval by the General  
323 Assembly. On June 30, 2002, and each December thirty-first and June  
324 thirtieth thereafter, the board shall submit a status report on the  
325 implementation of and any needed revisions to the strategy and the

326 quarterly report provided by the Department of Economic and  
327 Community Development, pursuant to subsection (b) of section 6 of  
328 this act to the joint standing committee of the General Assembly  
329 having cognizance of matters relating to transportation in accordance  
330 with section 11-4a of the general statutes. On January 15, 2002, and  
331 every two years thereafter, the board shall update or revise the  
332 strategy, if necessary, and shall submit a report on implementation of  
333 the strategy to the Governor and the General Assembly, as provided in  
334 section 11-4a of the general statutes. All such updates and revisions  
335 shall be subject to approval by the General Assembly.

336 (l) The board shall monitor, for purposes of continued  
337 recommendations, the implementation of the strategy by prioritizing  
338 transportation projects and the tactics and processes necessary to  
339 implement such projects for the purposes of proposed legislative  
340 approval.

341 (m) The board shall annually review the proposed operating and  
342 capital budgets of the department as they relate to the implementation  
343 of the strategy and shall make recommendations to the commissioner,  
344 the Governor and the General Assembly.

345 Sec. 5. Subsection (d) of section 2c-2b of the general statutes is  
346 amended by adding subdivision (28) as follows:

347 (NEW) (28) The Connecticut Transportation Strategy Board.

348 Sec. 6. (NEW) (a) The Commissioner of Economic and Community  
349 Development and the executive directors of the Connecticut  
350 Development Authority and Connecticut Innovations, Incorporated  
351 shall submit an impact statement for each project new to the state or  
352 new construction and seek funding from said entities to the  
353 Connecticut Transportation Strategy Board, created pursuant to  
354 section 2 of this act, summarizing whether or not such project  
355 conforms to the strategy said board submits to the General Assembly  
356 in accordance with section 4 of this act.

357 (b) On or before July 1, 2002, and quarterly thereafter, the  
358 Commissioner of Economic and Community Development shall  
359 update the board on all project activities occurring during such  
360 quarter.

361 Sec. 7. (NEW) The Commissioner of Economic and Community  
362 Development, in consultation with the Commissioner of  
363 Transportation, shall partner with the towns and cities in the state to  
364 promote and market areas of retail sales and services surrounding rail,  
365 bus terminals, airports and ports around the state. The Commissioner  
366 of Economic and Community Development may use the services of the  
367 Connecticut Economic Resource Center and any other entity it deems  
368 necessary.

369 Sec. 8. (NEW) Each individual, firm, corporation, partnership,  
370 organization, the state or a political subdivision of the state or any  
371 other entity that employs twenty-five or more employees in one  
372 location shall offer to such employees the benefits specified in Section  
373 132(f) of the Internal Revenue Code of 1986, or any subsequent  
374 corresponding internal revenue code of the United States, as from time  
375 to time amended.

376 Sec. 9. (NEW) There is established a Bradley Board of Directors to  
377 oversee the operation and development of Bradley International  
378 Airport.

379 (1) The Bradley Board of Directors shall consist of seven members,  
380 appointed as follows: The Commissioner of Transportation and the  
381 Commissioner of Economic and Community Development, each  
382 serving ex-officio, a representative appointed from the Connecticut  
383 Transportation Strategy Board, as created by section 2 of this act, a  
384 representative appointed by the members of the Bradley International  
385 Community Advisory Board, as created by section 12 of this act and  
386 three private sector members appointed as follows: (A) The Governor  
387 shall appoint one member, who shall be the chairperson, and whose

388 first term shall expire on June 30, 2005, (B) the president pro tempore  
389 of the Senate shall appoint one member whose first term shall expire  
390 on June 30, 2005, (C) the speaker of the House of Representatives shall  
391 appoint one member whose first term shall expire on June 30, 2005.  
392 The term of office of each successor shall be four years.

393 (2) Each member before entering upon the member's duties shall  
394 take and subscribe to the oath required by article XI, section 1 of the  
395 State Constitution.

396 (3) The appointed members shall be senior business leaders or  
397 executives who have management experience with corporate or  
398 institutional organizations and should include individuals who have  
399 expertise and experience in one or more of the following areas:  
400 Financial planning, budgeting and assessment, marketing, master  
401 planning, strategic planning and transportation management.

402 (4) A member who misses three consecutive meetings shall be  
403 deemed to have resigned.

404 (5) The Bradley Board of Directors shall elect a vice-chairperson  
405 annually from among the appointed members.

406 (6) No member of the Bradley Board of Directors may have any  
407 financial interest in the airport or its concessions.

408 (7) The powers of the Bradley Board of Directors shall be vested in  
409 and exercised by not less than five of its members. Such number of  
410 members shall constitute a quorum and the affirmative vote of a  
411 majority of the members present at a meeting of the board shall be  
412 necessary for any action of the Bradley Board of Directors.

413 (8) Members of the Bradley Board of Directors shall receive no  
414 compensation.

415 Sec. 10. (NEW) The Bradley Board of Directors shall have the duty  
416 and authority to: (1) Act in cooperation with the Connecticut

417 Transportation Strategy Board, created pursuant to section 2 of this act;  
418 (2) advocate for Bradley International Airport's interests and ensure  
419 that Bradley International Airport's potential as an economic  
420 development resource for the state and region are fully realized; (3)  
421 ensure that an appropriate mission statement and set of strategic goals  
422 for Bradley International Airport are established and that progress  
423 toward accomplishing the mission and strategic goals is regularly  
424 assessed; (4) establish and review policies and plans for marketing the  
425 airport and for determining the best use of airport property; (5) ensure  
426 appropriate independent expertise is available to advise the Bradley  
427 Board of Directors, particularly in the areas of strategy and marketing;  
428 (6) approve community relations policies and ensure that the  
429 community advisory board, created pursuant to section 12 of this act,  
430 operates effectively to ensure that community comment and  
431 information is regularly and fully considered in decisions related to  
432 Bradley International Airport; (7) create a code of conduct for the  
433 Bradley Board of Directors consistent with part I of chapter 10 of the  
434 general statutes; (8) report to the Governor and the General Assembly  
435 on an annual basis; and (9) adopt rules for the conduct of its business  
436 which shall not be considered regulations, as defined in subdivision  
437 (13) of section 4-166 of the general statutes.

438       Sec. 11. (NEW) For administrative purposes only, the Bradley Board  
439 of Directors shall perform its functions within the Department of  
440 Transportation. The administrative functions of the board of directors  
441 shall be performed by the Department of Transportation and the costs  
442 thereof, including the cost of consultants recommended to advise the  
443 Bradley Board of Directors, may be reimbursed by the Enterprise  
444 Fund. Consultants recommended by the Bradley Board of Directors  
445 shall be engaged by the Department of Transportation but shall report  
446 to the Bradley Board of Directors. The selection and engagement of  
447 consultants for the Bradley Board of Directors shall be exempt from  
448 sections 13b-20b to 13b-20m, inclusive, and sections 4-212 to 4-219,  
449 inclusive, of the general statutes.

450       Sec. 12. (NEW) (a) A Bradley International Community Advisory  
451 Board is established to represent the interests of the communities and  
452 the region surrounding Bradley International Airport. The community  
453 advisory board shall work with the airport administration and issue  
454 semi-annual reports to the Bradley Board of Directors. The community  
455 advisory board shall utilize the Bradley Board of Directors as a  
456 resource to support its development initiatives.

457       (b) The community advisory board shall consist of the chief elected  
458 officials of Windsor, Windsor Locks, East Granby and Suffield.

459       (c) The community advisory board shall have two core purposes: (1)  
460 To provide a regular communication vehicle between airport  
461 administrators and nearby towns on issues of concern to residents  
462 such as noise and traffic, and (2) to advise the Bradley Board of  
463 Directors on issues of transportation, land use, planning, zoning and  
464 economic development on land surrounding the airport or in close  
465 proximity to it. For the purposes of subdivision (2) of this subsection,  
466 there shall be a subcommittee, appointed by the community advisory  
467 board, made up of each town's manager or planner, together with  
468 representatives from regional organizations including: The Capital  
469 Region Council of Governments, Greater Hartford Growth Council,  
470 Springfield Regional Planning Agency and the Department of  
471 Economic and Community Development. The subcommittee shall  
472 work to develop new businesses around the airport and shall report to  
473 the community advisory board on a regular basis on its activities.

474       (d) Members of the community advisory board and the  
475 development committee shall be considered members of an advisory  
476 board for the purposes of the part I of chapter 10 of the general  
477 statutes.

478       Sec. 13. Section 15-101l of the general statutes is repealed and the  
479 following is substituted in lieu thereof:

480       (a) The State Bond Commission may authorize the issuance of



481 bonds of the state in one or more series and in principal amounts  
482 necessary to carry out the purposes of sections 15-101k to 15-101p,  
483 inclusive, as amended by this act. [but not in excess of the aggregate  
484 amount of two hundred ninety-four million dollars, provided any  
485 special obligation bonds issued to finance self-sustaining special  
486 facilities payable solely from revenues derived from such special  
487 facilities and not payable from gross operating revenues pledged to  
488 secure bonds issued pursuant to an indenture of trust dated as of  
489 October 1, 1982, as amended from time to time, shall not be included in  
490 calculating said maximum aggregate amount of bonds.] Such bonds  
491 shall be payable from all or a portion of the revenues of Bradley  
492 International Airport, as may be specified in the proceedings  
493 authorizing such bonds, and may include, among other types of bonds,  
494 special purpose revenue bonds payable solely from revenues derived  
495 from special purpose facilities, bonds payable from particular sources  
496 of revenues and bonds payable in whole or in part from passenger  
497 facility charges to the extent permitted under applicable federal law.  
498 The Commissioner of Transportation shall evidence a request to issue  
499 bonds by filing with the Treasurer a resolution duly adopted by the  
500 board identifying the projects or other improvements to be acquired,  
501 constructed and installed at Bradley International Airport and  
502 requesting issuance by the state of bonds to finance such projects and  
503 other improvements; the Treasurer thereupon shall file a request for  
504 the issuance of such bonds with the Secretary of the Office of Policy  
505 and Management. The board of directors may appoint a finance or  
506 other committee of the board of one or more officers or employees to  
507 serve as the board's authorized delegate in connection with the  
508 issuance of bonds pursuant to this section.

509 (b) Bonds issued pursuant to [subsection (a) of] this section shall be  
510 special obligations of the state and shall not be payable from nor  
511 charged upon any funds other than the revenues pledged to the  
512 payment thereof, nor shall the state or any political subdivision thereof  
513 be subject to any liability thereon except to the extent of such pledged

514 revenues. The issuance of bonds under the provisions of sections 15-  
515 101k to 15-101p, inclusive, as amended by this act, shall not directly or  
516 indirectly or contingently obligate the state or any political subdivision  
517 thereof to levy or to pledge any form of taxation whatever therefor or  
518 to make any appropriation for their payment. The bonds shall not  
519 constitute a charge, lien or encumbrance, legal or equitable, upon any  
520 property of the state or of any political subdivision thereof, except the  
521 property mortgaged or otherwise encumbered under the provisions  
522 and for the purposes of sections 15-101k to 15-101p, inclusive, as  
523 amended by this act. The substance of such limitation shall be plainly  
524 stated on the face of each bond. Bonds issued pursuant to sections 15-  
525 101k to 15-101p, inclusive, as amended by this act, shall not be subject  
526 to any statutory limitation on the indebtedness of the state and such  
527 bonds, when issued, shall not be included in computing the aggregate  
528 indebtedness of the state in respect to and to the extent of any such  
529 limitation.

530 (c) The bonds referred to in [subsection (a) of] this section may be  
531 executed and delivered at such time or times, shall be dated, shall bear  
532 interest at such rate or rates, including variable rates to be determined  
533 in such manner as set forth in the proceedings authorizing the issuance  
534 of the bonds, provide for payment of interest on such dates, whether  
535 before or at maturity, shall mature at such time or times not exceeding  
536 forty years from their date, have such rank or priority, be payable in  
537 such medium of payment, be issued in coupon, registered or book  
538 entry form, carry such registration and transfer privileges and be  
539 subject to purchase or redemption before maturity at such price or  
540 prices and under such terms and conditions, including the condition  
541 that such bonds be subject to purchase or redemption on the demand  
542 of the owner thereof, all as may be [provided] determined by the State  
543 Bond Commission. The State Bond Commission shall determine the  
544 form of the bonds, including any interest coupons to be attached  
545 thereto, the manner of execution of the bonds, the denomination or  
546 denominations of the bonds and the place or places of payment of

547 principal and interest, which may be at any bank or trust company  
548 within or without the state. Prior to the preparation of definitive  
549 bonds, the State Bond Commission may, under like restrictions, [issue]  
550 provide for the issuance of interim receipts or temporary bonds, with  
551 or without coupons, exchangeable for definitive bonds when such  
552 bonds have been executed and are available for delivery. If any of the  
553 officers whose signatures appear on the bonds or coupons cease to be  
554 officers before the delivery of any such bonds, such signatures shall,  
555 nevertheless, be valid and sufficient for all purposes, the same as if  
556 they had remained in office until delivery.

557 (d) Any bonds issued under the authority of sections 15-101k to 15-  
558 101p, inclusive, as amended by this act, may be sold at public sale on  
559 sealed proposals or by negotiation in such manner, at such price and at  
560 such time or times as may be determined by the Treasurer to be most  
561 advantageous, subject to the approval of the State Bond Commission.  
562 The state may pay from the proceeds of the bonds all costs and  
563 expenses which the Treasurer may deem necessary or advantageous in  
564 connection with the authorization, sale and issuance thereof, including  
565 the cost of interest on any short-term financing authorized under  
566 subsection (b) of section 15-101n.

567 (e) The principal of and interest on any bonds issued pursuant to  
568 [subsection (a) of] this section shall be secured by a pledge of the  
569 revenues out of which such bonds shall be made payable. They may be  
570 secured by a mortgage covering all or any part of the project from  
571 which the revenues so pledged may be derived or by a pledge of one  
572 or more leases, sale contracts or loan agreements with respect to such  
573 project or by a pledge of one or more notes, debentures, bonds or other  
574 secured or unsecured debt obligations of any lessee or contracting  
575 party under a loan agreement or sale contract or by a pledge of reserve  
576 and sinking funds established pursuant to the resolution authorizing  
577 the issuance of the bonds and any other funds and accounts, including  
578 proceeds from investment of any of the foregoing, established  
579 pursuant to this chapter or the proceedings authorizing the issuance of

580 such bonds, and by moneys paid under a credit facility, including but  
581 not limited to, a letter of credit or policy of bond insurance, issued by a  
582 financial institution pursuant to an agreement authorized by such  
583 proceedings.

584 (f) The proceedings under which the bonds are authorized to be  
585 issued pursuant to [subsection (a) of] this section, and any mortgage  
586 given to secure the same, may, subject to the provisions of the general  
587 statutes, contain any agreements and provisions customarily contained  
588 in instruments securing bonds, including, but not limited to: (1)  
589 Provisions respecting custody of the proceeds from the sale of the  
590 bonds, including their investment and reinvestment until used for the  
591 cost of the project; (2) provisions respecting the fixing and collection of  
592 rents or payments with respect to the facilities of Bradley International  
593 Airport and the application and use of passenger facility charges; (3)  
594 the terms to be incorporated in the lease, sale contract or loan  
595 agreement with respect to the project; (4) the maintenance and  
596 insurance of the project; (5) the creation, maintenance, custody,  
597 investment and reinvestment and use of the revenues derived from the  
598 operation of Bradley International Airport; (6) establishment of  
599 reserves or sinking funds, and such accounts thereunder as may be  
600 established by the State Bond Commission, and the regulation and  
601 disposition thereof; (7) the rights and remedies available in case of a  
602 default to the bondholders or to any trustee under any lease, sale  
603 contract, loan agreement, mortgage or trust indenture; (8)  
604 reimbursement agreements remarketing agreements, standby bond  
605 purchase agreements or similar agreements in connection with  
606 obtaining any credit or liquidity facilities including, but not limited to,  
607 letters of credit or policies of bond insurance [, remarketing  
608 agreements and agreements for the purpose of moderating interest  
609 rate fluctuations, and of] and such other agreements entered into  
610 pursuant to section 3-20a; (9) provisions for the issuance of additional  
611 bonds on a parity with bonds theretofore issued, including  
612 establishment of coverage requirements with respect thereto; [and] (10)

613 covenants to do or to refrain from doing such acts and things as may  
614 be necessary or convenient or desirable in order to better secure any  
615 bonds or to maintain any federal or state exemption from tax of the  
616 interest on such bonds; and [(10)] (11) provisions or covenants of like  
617 or different character from the foregoing which are consistent with the  
618 provisions of this chapter and which the State Bond Commission  
619 determines in such proceedings are necessary, convenient or desirable  
620 in order to better secure the bonds or bond anticipation notes, or will  
621 tend to make the bonds or bond anticipation notes more marketable,  
622 and which are in the best interests of the state. The proceedings under  
623 which the bonds are authorized, and any mortgage given to secure the  
624 same, may further provide that any cash balances not necessary (A) to  
625 pay the cost of maintaining, repairing and operating the facilities of  
626 Bradley International Airport, (B) to pay the principal of and interest  
627 on the bonds as the same shall become due and payable, and (C) to  
628 create and maintain reserve and sinking funds as provided in any  
629 authorizing resolution, or other proceedings shall be deposited into  
630 [the General Fund of the state at designated intervals, or be deposited  
631 in] a Bradley International Airport working fund to be held in trust by  
632 the treasurer and applied to future debt service requirements or other  
633 general airport purposes.

634 (g) In the discretion of the State Bond Commission, bonds issued  
635 pursuant to [subsection (a) of] this section may be secured by a trust  
636 indenture by and between the state and a corporate trustee, which may  
637 be any trust company or bank having the powers of a trust company  
638 within or without the state. Such trust indenture may contain such  
639 provisions for protecting and enforcing the rights and remedies of the  
640 bondholders as may be reasonable and proper and not in violation of  
641 law, including covenants setting forth the duties of the state in relation  
642 to the exercise of its powers pursuant to sections 15-101k to 15-101p,  
643 inclusive, as amended by this act, and the custody, safeguarding and  
644 application of all moneys. The state may provide by such trust  
645 indenture for the payment of the proceeds of the bonds and the

646 revenues from the operation of Bradley International Airport to the  
647 trustee under such trust indenture or other depository, and for the  
648 method of disbursement thereof, with such safeguards and restrictions  
649 as it may determine. All expenses incurred in carrying out such trust  
650 indenture may be treated as a part of the operating expenses of the  
651 project. If the bonds shall be secured by a trust indenture, the  
652 bondholders shall have no authority to appoint a separate trustee to  
653 represent them.

654 (h) Any pledge made by the state shall be valid and binding from  
655 the time when the pledge is made, and the revenues or property so  
656 pledged and thereafter received by the state shall immediately be  
657 subject to the lien of such pledge without any physical delivery thereof  
658 or further act. The lien of any such pledge shall be valid and binding as  
659 against all parties having claims of any kind in tort, contract, or  
660 otherwise against the state, irrespective of whether such parties have  
661 notice thereof. Neither the resolution nor any other instrument by  
662 which a pledge is created need be recorded.

663 (i) The Treasurer shall have power out of any funds available  
664 therefor to purchase bonds or notes of the state issued pursuant to this  
665 section and section 15-101n. The Treasurer may hold, pledge, cancel or  
666 resell such bonds, subject to and in accordance with agreements with  
667 bondholders.

668 (j) Whether or not the notes and bonds are of such form and  
669 character as to be negotiable instruments under the terms of the  
670 Uniform Commercial Code, the notes and bonds are hereby made  
671 negotiable instruments within the meaning of and for all purposes of  
672 the Uniform Commercial Code, subject only to the provisions of the  
673 notes and bonds for registration.

674 (k) Any moneys held by the Treasurer with respect to Bradley  
675 International Airport, or by a trustee pursuant to a trust indenture,  
676 subject to the provisions of such indenture, including proceeds from

677 the sale of any bonds and notes, and revenues, receipts and income  
678 from the operation of Bradley International Airport may be invested  
679 and reinvested in such obligations, securities, and other investments,  
680 including without limitation participation certificates in the Short  
681 Term Investment Fund created in section 3-27a, or deposited or  
682 redeposited in such bank or banks, all as shall be authorized by the  
683 State Bond Commission in the proceedings authorizing the issuance of  
684 the bonds and notes.

685 (l) For the purposes of sections 15-101k to 15-101p, inclusive, as  
686 amended by this act, the costs of the project payable out of the  
687 proceeds of bonds issued pursuant to [subsection (a)] this section shall  
688 include: (i) Expenses and obligations incurred for labor and materials  
689 in connection with the construction of the project; (ii) the cost of  
690 acquiring by purchase, if such purchase shall be deemed expedient,  
691 and the amount of any award or final judgment in any proceedings to  
692 acquire by condemnation, such land, property rights, rights-of-way,  
693 franchises, easements and other interests in land as may be deemed  
694 necessary or convenient in connection with such construction or with  
695 the operation of the project, and the amount of any damages incident  
696 thereto; (iii) the costs of all machinery and equipment acquired in  
697 connection with the project, (iv) reserves for the payment of the  
698 principal of and interest on any notes and bonds issued pursuant to  
699 this section and section 15-101n, and interest accruing on any such  
700 notes, during construction of the project and for six months after  
701 completion of such construction, (v) initial working capital, expenses  
702 of administration properly chargeable to the construction or  
703 acquisition of the project, legal, architectural and engineering expenses  
704 and fees, costs of audits, costs of preparing and issuing any notes and  
705 bonds pursuant to this section and section 15-101n, and (vi) all other  
706 items of expense not elsewhere specified incident to the planning,  
707 acquisition and construction of the project or of the placing of the same  
708 in operation.

709 (m) None of the bonds authorized pursuant to [subsection (a) of]

710 this section [.] shall be issued and sold except upon a finding by the  
711 State Bond Commission that there has been filed with it a request for  
712 such authorization, which is signed by the Secretary of the Office of  
713 Policy and Management or on [his] said secretary's behalf and stating  
714 such terms and conditions as said commission, in its discretion, may  
715 require.

716 (n) For purposes of sections 15-101k to 15-101p, inclusive, as  
717 amended by this act, the term "project" shall refer to the renovations  
718 and improvements to be acquired and constructed at Bradley  
719 International Airport [described in section 15-101k] as may be specified  
720 from time to time by the board in a resolution as contemplated by  
721 subsection (a) of this section.

722 Sec. 14. Section 15-101n of the general statutes is repealed and the  
723 following is substituted in lieu thereof:

724 (a) Any bonds issued under the provisions of [subsection (a) of]  
725 section 15-101l, as amended by this act, or to refund any such bonds  
726 issued under such section, and at any time outstanding may at any  
727 time from time to time be refunded by the state by the issuance of its  
728 refunding bonds in such amounts as the State Bond Commission may  
729 deem necessary, but not exceeding an amount sufficient to refund the  
730 principal of the bonds to be so refunded, any unpaid interest thereon  
731 and any premiums and commissions necessary to be paid in  
732 connection therewith and to pay costs and expenses which the  
733 Treasurer may deem necessary or advantageous in connection with the  
734 authorization, sale and issuance of refunding bonds. Any such  
735 refunding may be effected whether the bonds to be refunded shall  
736 have matured or shall thereafter mature. All refunding bonds issued  
737 hereunder shall be payable [solely from the revenues out of which the  
738 bonds to be refunded thereby are payable] and shall be subject to and  
739 may be secured in accordance with the provisions of section 15-101l, as  
740 amended by this act.



741 (b) Whenever the State Bond Commission has adopted a resolution  
742 authorizing bonds pursuant to [subsection (a) of] section 15-101l, as  
743 amended by this act, the Treasurer may, pending the issue of such  
744 bonds, issue, in the name of the state, temporary notes and any  
745 renewals thereof in anticipation of the proceeds from the sale of such  
746 bonds, which notes and any renewals thereof shall be designated  
747 "Bond Anticipation Notes". Such portion of the proceeds from the sale  
748 of such bonds as may be so required shall be applied to the payment of  
749 the principal of and interest on any such bond anticipation notes which  
750 have been issued. The principal of and interest on any bond  
751 anticipation notes issued pursuant to this subsection may be repaid  
752 from pledged revenues or other receipts, funds or moneys pledged to  
753 the repayment of the bonds in anticipation of which the bond  
754 anticipation notes are issued, to the extent not paid from the proceeds  
755 of renewals thereof or of the bonds.

756 Sec. 15. Section 15-101o of the general statutes is repealed and the  
757 following is substituted in lieu thereof:

758 (a) It is hereby determined that the purposes of sections 15-101k to  
759 15-101p, inclusive, as amended by this act, are public purposes and  
760 that the state will be performing an essential governmental function in  
761 the exercise of the powers conferred upon it hereunder. The state  
762 covenants with the purchasers and all subsequent holders and  
763 transferees of notes and bonds issued by the state pursuant to sections  
764 15-101l and 15-101n, as amended by this act, in consideration of the  
765 acceptance of and payment for the notes and bonds, that the principal  
766 and interest of such notes and bonds shall at all times be free from  
767 taxation, except for estate and gift taxes, imposed by the state or by  
768 any political subdivision thereof but the interest on such notes and  
769 bonds shall be included in the computation of any excise or franchise  
770 tax. The Treasurer is authorized to include this covenant of the state in  
771 any agreement with the holder of such notes or bonds. Any notes or  
772 bonds issued by the state pursuant to sections 15-101l and 15-101n, as  
773 amended by this act, may be issued on a basis that provides that the

774 interest thereon is intended to be exempt or not to be exempt from  
775 federal income taxation, as may be determined by the Treasurer.

776 (b) Bonds issued under the authority of [subsection (a) of] section  
777 15-101l, as amended by this act, are hereby made securities in which all  
778 public officers and public bodies of the state and its political  
779 subdivisions, all insurance companies, credit unions, building and loan  
780 associations, investment companies, banking associations, trust  
781 companies, executors, administrators, trustees and other fiduciaries  
782 and pension, profit-sharing and retirement funds may properly and  
783 legally invest funds, including capital in their control or belonging to  
784 them. Such bonds are hereby made securities which may properly and  
785 legally be deposited with and received by any state or municipal  
786 officer or any agency or political subdivision of the state for any  
787 purpose for which the deposit of bonds or obligations of the state is  
788 now or may hereafter, be authorized by law.

789 Sec. 16. Section 15-101p of the general statutes is repealed and the  
790 following is substituted in lieu thereof:

791 All revenue from the operation of Bradley International Airport  
792 shall be paid to the State Treasurer to be held in trust, and the  
793 Treasurer shall not commingle such moneys with any other moneys.  
794 Such moneys shall be deposited in a separate account or accounts in  
795 banks or trust companies organized under the law of the state or in  
796 national banking associations doing business in the state, provided  
797 that the Treasurer shall have power to contract with the holders of any  
798 notes or bonds issued pursuant to sections 15-101l or 15-101n, as  
799 amended by this act, or with a trustee acting pursuant to a trust  
800 indenture for the benefit of such holders, as to the custody, collection,  
801 securing, investment and application of the proceeds of such notes and  
802 bonds and of the revenue from the operation of Bradley International  
803 Airport, and to carry out such contracts. Such account or accounts shall  
804 constitute a separate nonlapsing enterprise fund to be known as the  
805 "Bradley Enterprise Fund".

806       Sec. 17. (a) The sum of fifty million dollars is appropriated to the  
807 Department of Transportation, from the General Fund, for the fiscal  
808 year ending June 30, 2002, for the purpose of (1) funding the Jobs  
809 Access program which provides later evening bus service route  
810 extensions and customized paratransit services for residents in the  
811 cities of Bridgeport, Hartford, New Haven and Waterbury; (2)  
812 expanding existing commuter parking lots state-wide; (3) marketing an  
813 employer sponsored pre-tax commuter benefit program to be known  
814 as the "Deduct-A-Ride" program; (4) a design study for an  
815 Orange/West Haven rail station with parking for one thousand  
816 commuters; (5) a site selection study for the expansion of the New  
817 Haven Line rail maintenance facilities' capacity and to purchase land  
818 for a new rail service maintenance facility; (6) providing funding to  
819 expand bus services connecting with rail services in the Coastal  
820 Corridor, as defined in subdivision (9) of section 1 of this act; (7)  
821 improving and further developing an Accident Clearance Policy to  
822 minimize the number of accidents on Interstate Route I-95 and the  
823 Merritt Parkway and enhancing weigh station hours; (8) a pilot  
824 program for peak hour on-ramp closures on Interstate I-95, located in  
825 the Coastal Corridor, as defined in subdivision (9) of section 1 of this  
826 act; (9) partnering with Amtrak, Metro-North and rail labor unions to  
827 allow Shore-Line-East trains to run through New Haven to Bridgeport,  
828 Stamford and Greenwich for a two-year trial period; (10) partnering  
829 with Amtrak to provide an additional peak period train for a two-year  
830 trial period and to promote monthly tickets from Connecticut to Penn  
831 Station; (11) expanding Fairfield County inter-regional service by  
832 purchasing ten new buses and providing funding for additional local  
833 bus service; (12) providing operating funding to expand bus services  
834 for existing and new western Connecticut commuters to utilize Metro-  
835 North's Upper Harlem Line for commuting to New York City and  
836 White Plains; (13) developing (A) operational and fiscal plans for the  
837 expansion of local and regional bus services to coordinate with rail and  
838 ferry schedules for service to area attractions, and (B) a single ticket  
839 fare structure for such services in the Southeast Corridor, as defined in

840 subdivision (13) of section 1 of this act; (14) a study to refine the traffic  
 841 and transportation needs and modal options of the Southeast Corridor,  
 842 as defined in subdivision (13) of section 1 of this act; (15) expanding  
 843 express bus service in the Hartford area; (16) continuing the efforts of  
 844 the Capitol Region Council of Governments to support the Hartford to  
 845 New Britain Bus Way; (17) a study of the infrastructure cost and  
 846 operating characteristics of rail commuter services from New Haven to  
 847 Springfield, including Bradley International Airport; (18) safety and  
 848 operational improvements at Interstate I-84 interchanges from  
 849 Danbury to Newtown; (19) funding a safety and capacity study of  
 850 Route 8 from Seymour to Waterbury; (20) funding a high speed ferry  
 851 from Bridgeport to Stamford to New York; and (21) funding for the  
 852 implementation of a demonstration project for a freight Feeder Barge  
 853 Service in Long Island Sound between the port facilities of New York  
 854 and New Jersey and Bridgeport Harbor in Bridgeport and such other  
 855 projects and activities that enhance and support the strategic  
 856 transportation initiatives. Work on such projects shall commence July  
 857 1, 2001.

858 (b) The funds appropriated in this section shall not lapse.

859 Sec. 18. Subdivision (27) of subsection (d) of section 2c-2b of the  
 860 general statutes and sections 15-101r and 15-101s of the general  
 861 statutes are repealed.

862 Sec. 19. This act shall take effect from its passage, except that section  
 863 9 shall take effect July 1, 2001.

**TRA** *Joint Favorable Subst.*

**PD** *Joint Favorable*

**GAE** *Joint Favorable*

**APP** *Joint Favorable*

**CE** *Joint Favorable*

***FIN***      *Joint Favorable*

***LM***       *Joint Favorable*

***PS***       *Joint Favorable*

***ENV***      *Joint Favorable*